

Attachment 3: Amendment to Chapter 6 – Service Districts

Other Planning Facilities *Excerpt from Chapter 6 – Service Districts (From pp. 12-14)*

Water and Sewer

The availability of public utilities (central water and sewer) is critical to the identification of an area as a service district. Although utilities are only one of a number of possible limitations to supporting higher density residential uses, they are the most acute constraint. Without water and sewer, service districts can exist only as villages with low density residential development and limited types of commercial and industrial development. The importance of water and sewer is reflected in the fact that utilities are the cornerstone of the service districts which are essential to the Land Use Plan.

When planning for public water and sewer, the “Occoquan Policy” must be taken into consideration. The Occoquan Policy, adopted by the State Water Control Board in 1971, was enacted for the purpose of protecting water quality in the Occoquan Reservoir, a major water supply for Northern Virginia. Over one third of Fauquier County's land area contributes to that watershed and thus falls under the requirements of the policy. Six of the nine County service districts and village service districts are either wholly or partially contained within the Occoquan watershed. New Baltimore, Catlett, and Calverton are entirely within the watershed; Midland, Opal, and the Warrenton service districts are partially within the Occoquan watershed.

The “Occoquan Policy” limits the number of sewage treatment facilities, which may discharge within the watershed. New plants must also treat effluent at the highest level that technology now permits. This tertiary treatment includes nitrogen, phosphorus, and chlorine removal before the effluent can be discharged to receiving waters. The cost of such facilities, including the required redundancy factors, can more than double the cost of treatment.

Transportation Planning

Transportation plans for each of the service districts propose new roads and indicate the improvements to existing roads necessitated by growth. Details of these plans are contained in Chapter 10. Alignments for the proposed new roads are shown as dashed lines on the various transportation plans, and are general in nature. These plans will provide the necessary framework for right-of- way acquisition, construction, and proffers in conjunction with the development process.

There are three major inter-service district arterials which must be carefully planned so that they will continue to function effectively as through- traffic movers. These are U.S 15/29, Route 17, and Route 28.

U.S. 15/29 and Route 17, due to their linkages with I-66, I-81 and I-95, experience the mixing of significant local and regional automobile and truck traffic moving through the Washington Metropolitan Area. There are legs of U.S. 15/29 from the Prince William County line to the Opal

Service District where daily traffic volumes in 2004 are exceeding 45,000. The pressures are becoming critical, with the limited availability of existing rights-of-way and funding constraints, to: (1) enforce limitations on the number of new development entrances; (2) close dangerous median crossings; and (3) implement more aggressive and coordinated efforts for expanded turn lanes, service roads, traffic signalization, and traffic calming designs.

In the Catlett, Calverton, and Midland service districts, a major constraint to further development is Route 28 itself. This state primary road's capacity is already stressed by existing traffic loads. It is imperative that the future location and configuration of Route 28 be planned so that, along with the development of these Village Service Districts, it will continue to function effectively as an arterial highway and at the same time complement the planned communities by providing access. The Village Service District Plans for these communities have proposed safety improvements to key intersections along Route 28. Those improvements are proposed to alleviate some of the existing volume issues over the next 10-15 years. Any improvements or changes to Route 28 also must consider the historic areas for these communities. The County has 21 villages and settlements that were identified in the **Survey Update of Historic Properties in Fauquier County (Dated March 20, 2002)** as eligible for Virginia Landmarks and National Register designation. Calverton, Catlett and Midland were included in that survey and are being scheduled for final survey work and nomination.

On a more comprehensive transportation planning level, VDOT has enacted statewide the Secondary Street Acceptance Regulations effective July 1, 2009, and these directly affect our County's road planning and permitting process. These regulations establish design and connectivity standards for public streets located in three discrete "Area" types which affect the nature and character of our community. The three category types are: Compact, Suburban and Rural Areas. The Virginia Administrative Code (24VAC30-92-50) defines those thresholds.

The County has consistently expressed that the Service Districts will be where our more compact and traditional town or village scale residential densities and business development will occur. This Chapter presents both land use plans and specific transportation elements which portray that Fauquier County vision in more detail. Here such growth can be more effectively served through public facilities, services and utilities, be provided an interconnected public street network (including multi-purpose paths and sidewalks), and be more effectively connected to open spaces, parks, schools and other key public facilities and services. These communities will need a far more improved and linked street network to provide the balanced distribution of vehicle trips, options for future public transit, and pedestrian accommodation envisioned.

Bealeton, Marshall, New Baltimore, Opal, Remington and Warrenton Service Districts and their street network will be subject to the "Compact Area" requirements set forth in the VDOT Secondary Street Acceptance Regulations (SSAR), while Calverton, Catlett and Midland will be subject to the "Suburban Area" requirements. The area limit for the "Compact or Suburban Area" will coincide with the Service District boundaries identified previously, as periodically amended. All new land development applications will be subject to the connectivity and all SSAR requirements associated with the specified area designation.

Benefits of the "Compact or Suburban Area" designation for the nine Service Districts are that it brings VDOT land development review and street planning thresholds into alignment with the

Fauquier County Comprehensive Plan for those communities, along with the expected road network, and requires that residential, business and mixed use projects:

- Have sufficient street connections in multiple directions;
- Provide pedestrian accommodation;
- Incorporate context sensitive street design; and
- Add streets as a project package and part of the overall community secondary street network.